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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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numbers, the make-up and load, and the place of original the trains are given.	in and destination of
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Military Traffic Passing Through CASCHUITZ on the ALTUNBURG/LEIPZIG Line (Jan and Feb 56)

Date	Time
3.1.	8.47
3.1.	11.21
4.1.	14.03
5.1.	13.55
5.1.	18.17
6.1.	6.30
7.1.	2.07
7.3.	5•.‡2
7 1	6.14
12.1.	9.56
12.1.	11.18
14.1.	20.14
15.1.	9.27
	3.1. 3.1. 5.1. 5.1. 6.1. 7.1. 7.1. 9.1. 12.1. 14.1.

L	nd & Oth	ne <u>r Det</u> a	ils		
3	cistern	wagons	with	petrol	
7	11	11	11	11	
1	petrol	train			
6	cistern	wagons	with	petrol	
9	cistern	wagons	with	potrol	
4	11	11	11	11	
1	petrol	train			
5	cistern	wagons	with	petrol	
	cistern		with	petrol	
5	cistern	wagons	with	petrol	
6	. "	**	*1	11	
1	.0 "	11	11	u	
2	flats & troop on the troop of troop of the troop of tr	erryine	agon g lorr	ies one o	f

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HERZBTRO	(E)
RIESA	25X1
SZCZTCIN	
WEISSENF	ELS
POTSDAM	
LUTHTRST	ADT VITTENBERG
CHABINKA	
OSCHATZ	
TAJCEA	
VELTEN	
FALKENBA	IRG
APOLDA	
FURSTEN	VALDE
LEIPZIG	

25X1

			SECRE	- 2 -					25 X 1
Serial No.	Date	Time	. 31 1/111	Load & Other Details			From	<u>To</u>	25 X 1
15	17.1	12.08		10 cıstern wagons wi	th petrol		BÖHLEN	ZEITHAIN	
16	18.1	17.33		J petrol train			BOHTEN VIA ENGELSDORF/SCHON	HIDASNEMET A-KEHNEC	I
17	13.1	19.16		7 cistern wagons with	ı petrol		BÖHLEN	BURG	
18	20.1	11.29		5 cistern wagons with	n petrol		BCHLEN	DESSAU	
1.0	22.1	0.46		1 train with petrol			BOHLEN	FRANKFURT/	ODER
20	24.1	4.06		10 cistern wagons wi	th petrol		BOHLEN	jüterbog	
21	24.1	6.17		2 flats with Soviet of x 2-axled Soviet lower than the came from WE	orry		ZTINRZČĘ	LEIPZIG	25X1
22	26.1	15.51		l petrol train			BOHLEN	SZCZECIN	
23	26.1	1.8.53		l empty cistern wago	n train of 70	axles	FRANKFURT/ODER	BOHLEN	
24	26.1	20.39		7 cistern wagons with	n petrol		BOHLEN	GOTHA	
25	27.1	12.08		5 cistern wagons with	n petrol		BOHLEN	HALLE WEST	
26	27.1	13.21		1 petrol train			BOHLEN	KOZLE (Pol	and)
27	28.1	10.53		2 flats and 2 G wago: 1 Soviet lorry)	ns		LANGENLEUBA via ALTENBURG/LETPZ	MERSEBURG G/LEUTZSCH	
28	31.1	2.56		5 cistern wagons wit	n petrol		BOHLEN	TORGAU	
29	31.1	5.12		l train of 21 covere announced by teleg travelling from AU	ram from ZWIC	KAU as		25X1	
30	2.2	14.08		8 cistern wagens wit	n petrol	MOTE 21.	BOHLEN	FORST ZINN	1A 25 X 1

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- 3 -To From Load & other Details DALLGOW BOHLEN Time Serial No. Date 4 cisterr wagons with petrol CHABINKA BOHLEN 17.34 2.2 1 train of POL BD SAAROW 31 BOHLEN 8 cistern wagens with potrol 6.27 3.2 32 STRAUSSBERG BCHLEN 11 cistern wagons with petrol 22.18 5.2 33 BAGITSCH BOHLEN 22.18 5.2 34 1 petrol train BOHLEN RIESA 12 cistern regons with petrol 23.35 5.2 35 STEMDAL BOHLEN 6 cistern vagons with petrol 4.10 7.2 36 WEISSEMFELS BOHLEN 5 cistern wagons with petrol 5.39 7.2 37 BOHLEM GERA 3 cistern wagons with petrol 13.04 8.2 GLOWEN 38 BUHLEN 5 cistern wagons with patrol 16.22 8.2 39 EILENBURG PCHLEN BOHLEN FALKENBERG 4 cistern wagons with petrol 14.58 9.2 40 7 cistern wagons with petrol GRIMA ob Bf 7.41 ALTENBURG 11.2 1 passenger coach carrying Russians via ENGFLSDORF and 2 covered loaded majons PREMITZ 14.12 BCHLEN 11.2 42 11 distern wagons with potrol RATHEROW BOHLEN 5 cistern wagons with petrol 11.19 13.2 Railway accident causing 2 deaths and many injured at NEUKIFRITZSCH involved diversions to BORNA and 43 4.06 14.2 44 HALLE SUD 25X1 : TCM hampered FCHLEN traffic. BOH!-EN 15.2 A cistern wagons with petrol CHABITKA BOHLEN 14.53 15.2 45 l petrol train CONTRACT MANY TO 21.19 16.2 46

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erial I	o. Date	<u>Time</u>		- 4 -			25
47	16.2	25.46	Loa	d & other details			
48	10.2	20.19	1		270-	From	
49	21.2	7.03	6 ci	stern wagons with p	petrol	" BOHLEN	T_{\odot}
50	22.2	10.17	3 cis	stern wagons with p	etrol	BOHLER	ZERBST
51	24.2	3.07	/ DCls	stern wagens with potent vagens with petern vagens with		BOHLEN	EDMIN
2	25.2	22.0.1		tern vagons with pe tern vagons with pe tern vagons with per	trol	BOHLEN BOHLEN	BRANDIS BAD BIANKENB
			1	ern wagons with pet		BOHLEN	ROSSLATI (Tune
neral.				n-ten pot	ro1	BOHLEN	MEIMSDORF)

- No complete Soviet transports were observed. 2.
- There was no timetable in operation and trains were simply run "wild". This was caused by difficulty in obtaining

	1.00

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